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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Commuter Rail Committee Meeting

September 21, 2006

12:00 p.m.

Location

SANBAG Office

Super Chief Conference Room

1170 West 3rd St., 2nd Fl.

San Bernardino, CA

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor Paul Eaton
City of Montclair

Vice Chair

Council Member Lee Ann Garcia
City of Grand Terrace

Mayor Patrick Morris
City of San Bernardino

Supervisor Paul Biane
County of San Bernardino

Mayor Pro Tem Al Wapner
City of Ontario

Mayor Robert Christman
City of Loma Linda

Mayor Pro Tem Diane Williams
City of Rancho Cucamonga

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail Committee Meeting

**September 21, 2006
12:00 p.m.**

Location: SANBAG Office, 1170 West 3rd St., 2nd Fl., San Bernardino

**LUNCH WILL BE PROVIDED
R.S.V.P. by Tuesday, September 19th to Daylene at (909) 884-8276**

CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

Notes/Actions

1. **Possible Conflict of Interest Issues for the Commuter Rail Committee Meeting of September 21, 2006** pg. 5

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

2. Commuter Rail Committee Attendance Roster pg. 6

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

3. Agreement on Cost Allocation Formula for the Southern California Regional Rail Authority (SCRRA) pg. 8

Receive Information.

4. Amendment No. 3 to Memorandum of Understanding (MOU), SANBAG Agreement 03-041 with the City of Upland pg. 13

1. Approve Amendment No. 3 to SANBAG Agreement 03-041 with the City of Upland relating to the restoration of the historic Santa Fe Depot, Lemon Grower's Building and the demolition of an industrial building in the vicinity of the Upland Metrolink Station, increasing the amount required for the Lemon Grower's Building renovation to \$1,100,000; extending the estimated completion date to July 2007, adding a provision for sharing architectural fees in the amount of \$150,000 and increasing SANBAG's financial contribution by \$625,000 for a new total of \$1,296,125.

2. Approve amendment to the Fiscal Year 2006/2007 Budget Task 37907000 – Commuter Rail Capital Expense, increasing the amount by \$625,000 for a new total of \$9,040,035 as identified in the Financial Impact Section.

5. Report on the NASCAR Sony HD 500 Train Service pg. 20

Receive and file.

Discussion Items Continued...**Public Comments**

6. Additional Items from Committee Members

7. Brief Comments by the General Public

Additional Information

Acronym List

pg. 22

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Please note the next Commuter Rail Meeting will be held October 19th instead of November 16th. We will resume on January 18, 2007 in keeping with the odd month meetings schedule.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: September 21, 2006

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Approved
Commuter Rail Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COMMUTER RAIL COMMITTEE ATTENDANCE ROSTER – 2006

Name	Jan.	March	April	July	Sept.	Nov.
Pat Gilbreath	X	X	X	X		
Lee Ann Garcia	X			X		
Paul Biane	X					
Robert Christman	X	X	X	X		
Paul Eaton	X	X	X	X		
Patrick Morris (Appointed May 2006)						
Al Wapner (Appointed May 2006)						
Diane Williams	X	X	X	X		

Commuter Rail Meetings are held on odd months

COMMUTER RAIL COMMITTEE ATTENDANCE ROSTER – 2005

Name	Jan.	March	May	July	Sept.	Nov.
Pat Gilbreath	X	X	X	X	X	X
Lee Ann Garcia	X	X		X	X	X
Diane Williams		X	X	X	X	
Paul Biane	X					
Kelly Chastain	X	X		X	X	
Robert Christman		X			X	X
Paul Eaton	X	X	X		X	X
Judith Valles	X	X	X	X	X	X

Commuter Rail Meetings are held on odd months

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 3

Date: September 21, 2006

Subject: Agreement on Cost Allocation Formula for the Southern California Regional Rail Authority (SCRRA)

Recommendation:* Receive Information.

Background: In August 2004 the Board was made aware of efforts, primarily driven by SANBAG and the Los Angeles County Metropolitan Transportation Authority (Metro), to review the formula used for allocating SCRRA costs to its member agencies. Both SANBAG and Metro were of the opinion that with growth in service in Riverside and Orange Counties, both agencies were paying a disproportionate share of the "base cost". Roughly half of the SCRRA operating budget is being allocated to the member agencies on the amount of train service provided, route miles dispatched and ridership. The other half (general operations related and administrative expenses, or "base costs") had been allocated to member agencies using a two-year average of multiple variables frozen as of 1998.

SANBAG, the Riverside County Transportation Commission (RCTC) and SCRRA proposed formula options for consideration. After failing to reach agreement between the member agencies at the SCRRA Technical Advisory Committee (TAC) level, the issue was presented to the member agencies CEO's. In June 2004, the CEO's agreed to cap each member agencies' contribution to SCRRA during Fiscal Year 2005-2006 at 2.37% over the prior year. For Fiscal Year 2005-2006, a compromise formula was agreed upon using 50% of the old

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

change was made to the method used for allocation of maintenance of way expenses for member agency-owned right-of-way.

The CEO's agreed that through the Strategic Planning Assessment being developed by SCRRA, comparisons of the SANBAG and SCRRA formulas for the allocation of base costs would be tested and if neither one could be agreed upon a compromise would be sought.

The two-year period provided time to further refine the SCRRA formula which attempted to look at specific cost drivers by line item within the base costs. Extensive work in this area was done by the Orange County Transportation Authority (OCTA). It was generally agreed upon that allocating cost based on cost drivers was the most appropriate methodology. However, Metro felt that the use of unduplicated stations represented access to the Metrolink system and should be used more often in the allocation of base costs. Some minor adjustments were made to address Metro's concern.

On August 18, the formula options (Attachment 1) were presented to member agency CEO's. The four formula options presented were: 1) Revised SCRRA which resulted from the OCTA review, 2) Revised Base which used updated information for the old base variables, 3) Revised SCRRA – 25% Unduplicated Station (A) which would allocate the Equipment Maintenance line item based on 75% train miles and 25% unduplicated stations, and 4) Revised SCRRA – 25% Unduplicated Station with TVM Alternative (B) which is the same as Number 3 except that the TVM Maintenance and Revenue Collection line item would be allocated based on the number of TVMs in each county. After a brief discussion, the member agency CEO's agreed to use the 4th formula.

Attachment 2 presents a comparison of the results of using these four formulas as compared to the methodology used for the current fiscal year for the current year and at service levels contained in the Strategic Planning Assessment through 2030. As can be seen in this attachment, the savings for the current fiscal year to SANBAG would range from a high of \$228,300 to a low of \$170,200; a difference of only \$58,000. The variances increase at the projected service levels in 2010 through 2030 principally because of growth occurring elsewhere in the Metrolink system.

Financial Impact: While achieving this milestone agreement is significant, it does not have an immediate impact on the agency budget. However, over time, the formula chosen will benefit SANBAG as a greater share of the base costs are allocated to other SCRRA member agencies.

Commuter Rail Agenda Item
September 21, 2006
Page 2

Reviewed By: This item will be reviewed by the Commuter Rail Committee on September 21, 2006.

Responsible Staff: Michael Bair, Director of Transit and Rail Program

SCRRA OPERATING BUDGET
LINE ITEM ALLOCATION COMPARISON

[illegible]

2010-2030 Assumptions:

Train miles do not reflect a two year lag.

Unduplicated stations include Buena Park and 5 stations on the Perris extension in 2010. No additional stations are assumed in the forecast.

TVMs assume 2 per new station.

Annual Escalation: 4% Expenditures, 3.5% Revenues

All Delta computations compare with current FY06-07 Methodology

	MTA	OCTA	RCTC	SANBAG	VCTC	TOTAL
FY06-07 BUDGET	32,922.9	11,465.6	5,508.7	6,852.4	4,756.4	61,506.0
Revised SCRRA Formula	32,327.5	12,116.7	5,702.9	6,528.2	4,730.8	61,506.0
Revised Base Formula	31,973.9	13,236.7	5,238.3	6,682.2	4,375.0	61,506.0
A Rev SCRRA-25% Undup Stn	31,920.6	12,250.8	5,771.4	6,637.2	4,926.1	61,506.0
B "A" w/ TVM Alternative	31,931.8	12,241.4	5,881.6	6,624.1	4,827.1	61,506.0
Δ Revised SCRRA Formula	(595.4)	651.1	194.2	(224.2)	(25.6)	0.0
Δ Revised Base Formula	(949.0)	1,771.1	(270.4)	(170.2)	(381.4)	-
Δ Rev SCRRA-25% Undup Stn	(1,002.3)	785.2	262.7	(215.2)	169.7	0.0
Δ "A" w/ TVM Alternative	(991.1)	775.8	372.9	(228.3)	70.7	0.0
2010A						
Current FY06-07 Formula	34,524.5	20,244.6	7,491.2	7,419.1	5,498.9	75,178.3
Revised SCRRA Formula	29,922.2	23,667.0	9,779.4	6,755.2	5,054.6	75,178.3
Revised Base Formula	28,489.1	25,397.7	9,909.6	6,836.3	4,545.4	75,178.3
A Rev SCRRA-25% Undup Stn	29,921.5	22,971.1	10,151.3	6,776.9	5,357.4	75,178.3
B "A" w/ TVM Alternative	29,983.9	22,921.6	10,243.0	6,764.0	5,285.7	75,178.3
Δ Revised SCRRA Formula	(4,602.3)	3,422.4	2,288.1	(663.9)	(444.3)	0.0
Δ Revised Base Formula	(6,035.3)	5,153.2	2,418.4	(582.8)	(953.5)	(0.0)
Δ Rev SCRRA-25% Undup Stn	(4,602.3)	2,726.6	2,660.1	(642.2)	(141.5)	0.0
Δ "A" w/ TVM Alternative	(4,540.5)	2,677.0	2,751.8	(655.1)	(233.2)	0.0
2015						
Current FY06-07 Formula	46,198.1	26,059.9	12,453.5	10,268.5	13,288.2	108,268.2
Revised SCRRA Formula	40,095.0	29,103.2	15,866.9	9,493.1	13,710.0	108,268.2
Revised Base Formula	38,682.7	30,930.1	16,161.2	9,564.8	12,929.5	108,268.2
A Rev SCRRA-25% Undup Stn	39,708.7	28,591.2	16,588.5	9,459.4	13,920.4	108,268.2
B "A" w/ TVM Alternative	39,717.6	28,597.9	16,700.2	9,443.8	13,808.8	108,268.2
Δ Revised SCRRA Formula	(6,103.0)	3,043.4	3,413.3	(775.4)	421.8	0.0
Δ Revised Base Formula	(7,515.4)	4,870.2	3,707.7	(703.8)	(358.7)	(0.0)
Δ Rev SCRRA-25% Undup Stn	(6,489.4)	2,531.3	4,135.0	(809.1)	632.2	-
Δ "A" w/ TVM Alternative	(6,480.5)	2,538.0	4,246.3	(824.7)	520.6	0.0
2020A						
Current FY06-07 Formula	60,661.9	36,917.2	18,161.4	13,295.5	18,505.6	147,541.6
Revised SCRRA Formula	53,222.5	39,710.9	23,460.0	12,143.6	19,004.7	147,541.6
Revised Base Formula	50,201.4	40,962.5	25,103.4	12,284.7	18,989.7	147,541.6
A Rev SCRRA-25% Undup Stn	52,268.1	39,470.2	24,327.8	12,128.3	19,347.2	147,541.6
B "A" w/ TVM Alternative	52,279.0	39,478.3	24,463.6	12,109.3	19,211.4	147,541.6
Δ Revised SCRRA Formula	(7,439.5)	2,793.6	5,298.6	(1,151.9)	499.2	0.0
Δ Revised Base Formula	(10,460.6)	4,045.3	6,942.0	(1,010.8)	484.1	0.0
Δ Rev SCRRA-25% Undup Stn	(8,393.8)	2,552.9	6,166.4	(1,187.2)	341.7	-
Δ "A" w/ TVM Alternative	(8,382.9)	2,561.1	6,302.2	(1,186.2)	705.9	(0.0)
2030B						
Current FY06-07 Formula	84,091.7	47,137.9	32,971.2	14,910.1	29,727.5	208,838.4
Revised SCRRA Formula	70,592.4	51,903.7	43,808.8	13,088.1	29,645.4	208,838.4
Revised Base Formula	67,978.1	55,246.1	44,137.6	13,406.0	28,070.6	208,838.4
A Rev SCRRA-25% Undup Stn	68,204.2	51,759.1	45,252.3	12,915.6	30,707.2	208,838.4
B "A" w/ TVM Alternative	68,220.3	51,771.2	45,453.3	12,887.4	30,506.2	208,838.4
Δ Revised SCRRA Formula	(13,499.3)	4,765.8	10,637.6	(1,822.0)	(82.1)	0.0
Δ Revised Base Formula	(16,113.6)	8,108.2	11,166.4	(1,504.1)	(1,656.9)	0.0
Δ Rev SCRRA-25% Undup Stn	(15,887.5)	4,821.2	12,281.1	(1,994.5)	979.7	0.0
Δ "A" w/ TVM Alternative	(15,871.4)	4,833.3	12,482.1	(2,022.6)	778.7	0.0

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: September 21, 2006

Subject: Amendment No. 3 to Memorandum of Understanding (MOU), SANBAG Agreement 03-041, with the City of Upland

- Recommendation:** *
1. Approve Amendment Number 3 to SANBAG Agreement 03-041 with the City of Upland relating to the restoration of the historic Santa Fe Depot, Lemon Grower's Building and the demolition of an industrial building in the vicinity of the Upland Metrolink Station, increasing the amount required for the Lemon Grower's Building renovation to \$1,100,000; extending the estimated completion date to July 2007, adding a provision for sharing architectural fees in the amount of \$150,000 and increasing SANBAG's financial contribution by \$625,000 for a new total of \$1,296,125.
 2. Approve amendment to the Fiscal Year 2006/2007 Budget Task 37907000 – Commuter Rail Capital Expense, increasing the amount by \$625,000 for a new total of \$9,040,035 as identified in the Financial Impact Section.

Background: In January 2003, the Board, acting as the County Transportation Authority, approved a MOU (Agreement 03-041) with the City of Upland. The MOU provided a general outline of the cooperative effort both parties would pursue for the future use of three structures located on property acquired by the Authority and in the vicinity of the Upland Metrolink Station.

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

In August 2004 the Board approved Amendment Number 1 to the MOU. This amendment established a mutually agreed upon course of action for each of the three structures. The intent of both parties was to complete the restoration of the historic Santa Fe Depot and the Lemon Grower's Building so that tenants may be secured. The industrial building was to be demolished so that additional parking at the station could be provided. The amendment provided very preliminary estimates for the cost of restoration and demolition. Per the MOU, these estimated costs would be shared equally between the Authority and City. The Authority's initial financial contribution was \$481,250. The City was also designated as the lead agency.

Amendment Number 2 to the MOU was approved by the Board in October 2005. This amendment increased the amount required for the renovation of the historic Santa Fe Depot to \$1,000,000. The increase to the Authority was partially offset by the use of contingency funds and funds remaining from the demolition of the industrial building totaling \$110,125. The amendment increased the Authority's contribution by \$189,875 for a new total of \$671,125. The restoration of the historic depot has been completed and tenants have been secured.

The City has completed the plans and specifications for the renovation of the Lemon Grower's Building. Unlike the depot project where future tenants were required to provide finishing improvements unique to the use of the facility, the Lemon Grower's Building will be improved for office use and will be move-in ready for any future tenant. The architect's estimate for the work, including hazardous material removal that has been completed, is \$1,100,000. Under the terms of the MOU the Authority will be contributing \$550,000.

In addition, the Authority has not provided its share of the architect's fees (\$150,000) for either the historic depot or the office building. An additional \$75,000 is needed from the Authority for that obligation.

The additional \$625,000 funding from the Authority is available from the Rail Asset Account. This Amendment Number 3 provides for the additional funding from the Authority and extends the renovation completion date for the Lemon Grower's Building to July 2007.

Financial Impact: This agreement amendment is not consistent with the adopted budget. An amendment to Budget Task 37907000 – Commuter Rail Capital Expenses, increasing the budget authority by \$625,000 for a new total of \$9,040,035, is required. The additional revenue will be drawn from the Rail Asset Account.

Commuter Rail Agenda Item
September 21, 2006
Page 3

Reviewed By: This item will be reviewed by the Commuter Rail Committee on September 21, 2006.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

SANBAG Contract No. 03-041-3

by and between

San Bernardino Associated Governments

and

City of Upland

for

Memorandum of Understanding for the Development and Use of Three Buildings Located on the
Non-Operating Portion of the Upland Metrolink Station Grounds

FOR ACCOUNTING PURPOSES ONLY			
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____	Retention: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Original <input checked="" type="checkbox"/> Amendment
Notes:			
Original Contract:	\$ <u>437,500</u>	Previous Amendments Total:	\$ 189,875
Contingency Amount:	\$ <u>43,750</u>	Current Amendment:	\$ 625,000
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ <u>1,296,125</u>
Please include funding allocation for the original contract or the amendment ↴			
Task	Cost Code	Funding Sources	Amounts
1 <u>37907000</u>	<u>5011</u>	1 <u>Rail Asset</u>	\$ <u>625,000</u>
2 _____	_____	2 _____	\$ _____
3 _____	_____	3 _____	\$ _____
4 _____	_____	4 _____	\$ _____
Original Board Approved Contract Date:	<u>1/8/03</u>	Contract Start: <u>1/8/03</u>	Contract End: <u>Open</u>
New Amend. Approval (Board) Date:	<u>10/4/06</u>	Amend. Start: <u>10/4/06</u>	Amend. End: <u>Open</u>
If this is a multi-year contract/amendment, please allocate costs among fiscal years:			
Fiscal Year: <u>06/07</u> \$ <u>1,296,125</u>	Fiscal Year: _____ \$ _____	Fiscal Year: _____ \$ _____	
Is this consistent with the adopted budget? Yes <input checked="" type="checkbox"/> No			
If no, has the budget amendment been submitted? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
CONTRACT MANAGEMENT			
Please mark an "X" next to all that apply:			
<input checked="" type="checkbox"/> Intergovernmental	<input type="checkbox"/> Private	<input type="checkbox"/> Non-Local	<input checked="" type="checkbox"/> Local <input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____%			
Task Manager: Michael Bair		Contract Manager: Michael Bair	

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

**AMENDMENT NUMBER 3 TO
CONTRACT 03-041 BETWEEN THE
SAN BERNARDINO ASSOCIATED GOVERNMENTS/SAN BERNARDINO
COUNTY TRANSPORTATION AUTHORITY (AUTHORITY)
AND THE CITY OF UPLAND**

THIS AMENDMENT NUMBER 3 to Agreement 03-041 is hereby made and entered into and effective this _____ day of October, 2006, by and between the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (herein after referred to as "AUTHORITY") and the City of Upland (hereinafter referred to as "CITY"), with regard to the rehabilitation of the historic Santa FE Depot and Lemon Grower's Building and the demolition of the industrial building located on property acquired by the AUTHORITY and in the vicinity of the Upland Metrolink Station.

WHEREAS, AUTHORITY and CITY entered into a Memorandum of Understanding (MOU), AUTHORITY Agreement 03-041 in January 2001 that provided a general outline of the cooperative efforts both parties would pursue for the future use of three structures located on property acquired by AUTHORITY and in the vicinity of the Upland Metrolink Station; and

WHEREAS, AUTHORITY and CITY approved Amendment Number 1 to the MOU in August 2004 that established a mutually agreed upon course of action for the rehabilitation of the historic Santa Fe Depot and Lemon Grower's Building and the demolition of the industrial building to make space for additional parking at the Upland Metrolink Station; and

WHEREAS, Amendment Number 1 of the MOU provided a preliminary budget for the rehabilitation of the historic Santa Fe Depot and Lemon Grower's Building and demolition of the industrial building which the AUTHORITY and CITY agreed to share equally; and

WHEREAS, Amendment Number 1 of the MOU also designated the CITY as the lead agency for the rehabilitation and demolition work; and

WHEREAS, CITY has completed the demolition of the industrial building and has retained, with AUTHORITY'S concurrence, an architectural firm to prepared plans, specifications and estimates for the rehabilitation of the historic Santa Fe Depot and Lemon Grower's Building and CITY has completed hazardous material abatement of the two structures; and

WHEREAS, AUTHORITY and CITY approved Amendment Number 2 to the MOU in October 2005 that increased the amount required for the renovation of the

historic Santa Fe Depot to \$1,00,000, extended the estimated completion date to March 2006 and increased the AUTHORITY's financial contribution by \$189,875 for a new total of \$671,125;

WHEREAS, the estimate of the renovation, including the removal of hazardous materials which has been completed, of the historic Lemon Grower's Building has been determine to be \$1,100,000; requiring additional funding from both the AUTHORITY and CITY and the extension of the estimated completion date to July 2007; and

WHEREAS, the MOU, as amended, did not specifically address the sharing of cost (\$150,000) for the architect's development of plans and specifications for the rehabilitation of the historic Santa Fe Depot and Lemon Grower's Building and both parties desire to correct this oversight.

NOW THEREFORE, the Parties hereto agree that Amendment 03-041 is amended as set forth below:

Section 3. 392 East "A" Street is amended to increase the estimates cost and extend the estimated date of completion as follows:

- A. Estimated project cost: **\$1,100,000**
- B. Estimated completion date: **July 2007**

Section 4. Appropriation Prerequisite is amended with the following:

The Parties hereby agree to equally share the expenses incurred by the architectural firm for the development of plans and specifications for the rehabilitation of the historic Santa Fe Depot and Lemon Grower's Building in an amount not to exceed **\$150,000**.

The governing boards of the Parties shall, if not previously approved, appropriate as part of their fiscal year 2006/2007 budget, their respective equal share of the estimated architectural fees for the development of plans and specifications for the rehabilitation of the historic Santa Fe Depot and Lemon Grower's Building and of the estimated cost for the rehabilitation of the Lemon Grower's Building.

All other terms and conditions contained in AUTHORITY Agreement 03-041 as previously amended shall remain in full force and effect.

IN WITNESS THEREOF, the authorized Parties have signed below;

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF UPLAND

Dennis Hansberger
President

Robb Quincey
City Manager

Date: _____

Date: _____

Approved as to Form:

Approved as to Form:

By: _____
Jean-Rene Basle
Legal Counsel

By: _____
City Attorney

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: September 21, 2006

Subject: Report on the NASCAR Sony HD 500 Train Service

Recommendation:* Receive and file.

Background: The SANBAG Board of Directors, in December 1996, approved a Cooperative Agreement with the California Speedway to provide chartered train service to the Speedway for the larger events. In the past 9 years we have provided service to 20 races and transported 166,630 passenger trips.

On Sunday, September 3, 2006, SANBAG provided chartered train service to the NASCAR Sony HD 500 at the California Speedway. The service consists of two trains making all stops on the Ventura Line, two trains on the Antelope Valley Line, two trains on the San Bernardino Line with initial stops at the Fullerton and Norwalk stations, one train from Oceanside with stops at San Juan Capistrano, Irvine, Santa Ana and San Bernardino, and one train from Orange with stops at Anaheim Canyon, La Sierra, Riverside and San Bernardino. These trains arrive at the Speedway between 11:00 a.m. and 1:00 p.m.; the race began at 5:00 p.m. and was completed at 8:45 p.m. Because there was no regular Metrolink service on Monday (Labor Day) we are able to hold the train crews until one hour after the completion of the race. Our operations went very smoothly and all trains and passengers were on their way home by 9:55p.m.

The charter train tickets are sold by the California Speedway in advance of the event, as provided in the 1st Amendment to the Cooperative Agreement. The last

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Revenue from ticket sales supports this chartered service and staff is concerned over the lack of sales. We will be scheduling a meeting with the Speedway in the near future to discuss this disturbing trend.

For logistic purposes no regular Sunday service trains stop at the Speedway, however, certain Friday and Saturday regular service trains do stop at the Speedway, about 100, passengers used the service on Friday and Saturday.

Financial Impact: This item is consistent with the FY 2006/2007 budget under Task 37807000 Speedway Rail Operating Expense.

Reviewed By: The Commuter Rail Committee is scheduled to review this item on September 21, 2006.

Responsible Staff: Victoria Baker, Senior Transit Analyst

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996

8. Southern California National Freight Gateway Memorandum of Understanding (MOU) Pg. 33

Approve MOU with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related environmental and community solutions for Southern California in its role as the principal gateway for Asian goods entering the United States.

Ty Schuiling

9. 2007 Regional Housing Needs Assessment (RHNA) Preparation by SCAG, Process and Schedule, Subregional Delegation, Policy Issues Critical to San Bernardino County Pg. 43

Receive information and provide direction. **Ty Schuiling**

10. Continuing Cooperative Agreement No. 07-019-S1, (SANBAG Contract No. C07-097) with the Southern California Association of Governments (SCAG) for Pass-Through and Management of Federal Metropolitan Planning (OWP) Funds Pg. 62

1) Approve SANBAG Contract C07-097, Continuing Cooperative Agreement (SCAG No. 07-019-S1), with SCAG to address use of in-kind local match and SCAG Overall Work Program (OWP) funding of Existing Land Use Update, General Plan Land Use Update, and San Bernardino County 2% Compass Implementation in the amount of \$265,000, cash match in the amount of \$250,000, and in-kind match totaling \$8,423 for a total of \$523,423.

2) Approve amendment to the Fiscal Year 2006-2007 SANBAG Budget to increase Task 40907000 by \$65,000 in OWP funds from \$189,227 to \$254,227. **Ty Schuiling**

11. City of Yucaipa Project Advancement Agreement Pg. 85

Approve Project Advancement Cooperative Agreement C07098 with City of Yucaipa for the Yucaipa Boulevard Widening (South Side) from 5th Street to 12th Street project. **Andrea Zureick**

12. City of Yucaipa Project Advancement Agreement Pg. 93

Approve Project Advancement Cooperative Agreement C07099 with the City of Yucaipa for the Oak Glen Road Widening from 2nd Street to Bryant from 4 lanes to 6 lanes project. **Andrea Zureick**

ATTACHMENT 1: PROPOSED AMENDMENTS TO THE NEXUS STUDY FROM THE COUNTY OF SAN BERNARDINO

1. Adelanto Sphere
 - a. Delete project:
US-395 from Calleja Road north to Desert Flower Road
 - b. Add project:
Aster Road from Mojave Road to Cactus Road, construct 2 lane road, 0.5 miles
Total Cost: \$1,981,090/ Dev Share: \$1,248,086
2. Apple Valley Sphere
 - a. Increase 2030 Single Family Dwelling Units from 2,650 to 4000.
Reason:
 - i. Nexus Study 2004-2030 growth is currently 1,111. 424 actual permits have been issued for SFDU since 2004 in the sphere (3 yrs of 26 year planning cycle of Nexus Study).
 - ii. The County's General Plan Update calculates 6400+ SFDU build out potential.
 - iii. Results in an increase in arterial fair share from 40% to 57%
3. Chino Sphere
 - a. Revise project limits (portion moved to Montclair Sphere):
Change Pipeline from ".04m south of Philadelphia to Mission Blvd." to ".04m south of Philadelphia to *Phillips Blvd*," widen 2 lanes, .88 miles, Total Cost: \$1,760,000/ Dev Share: \$651,200
 - b. Delete project (moved to Montclair Sphere):
East End Ave from Phillips Blvd to Grand Ave – widen 2 lanes
 - c. Delete project (annexed by City of Chino)
Walnut Ave from .12m west of Norton to .3 miles east of Norton, widen 2 lanes
4. Hesperia Sphere – replace the three Nexus Study project descriptions with:
 - a. Ranchero Street from Mariposa Road to a point .94 miles east of Mariposa - \$940,000/ Dev. Share: \$394,800
 - b. Ranchero Street from 0.94 miles east of Mariposa Road to Escondido Ave. - \$1,500,000/ Dev. Share: \$630,000
 - c. Ranchero Street from Escondido Ave. to Hesperia City limits - \$1,000,000/ Dev. Share: \$420,000
5. Montclair Sphere
 - a. Add project (moved from Chino Sphere):
Pipeline Ave from Phillips Blvd to Mission Blvd, widen 2 lanes, 0.73 miles
Total Cost: \$1,760,000/ Dev. Share: \$651,200

- b. Add project (moved from Chino Sphere):
East End Ave from Phillips Blvd to Grand Ave – widen 2 lanes, 0.13 miles
Total Cost: \$567,368/ Dev Share: \$210,423
- 6. Redlands Sphere
 - a. Add project (moved from Yucaipa Sphere):
Crafton Hills Parkway from Wabash to Overcrest/Tennessee, construct 2 lane road, 0.51 miles
Total Cost: \$1,020,000/ Dev Share: \$367,200
- 7. Rialto Sphere
 - a. Add project (moved from Fontana Sphere):
San Bernardino Ave from Laurel Ave to .07mi. east of Larch (Rialto CL), widen 2 lanes, 1.31 miles, Total Cost: \$3,275,000/ Dev Share: \$1,244,500
 - b. Add project:
Slover Ave from Alder Ave to Cactus Ave, widen 2 lanes, 2.35 miles
Total Cost: \$4,700,000/ Dev Share: \$1,786,000
- 8. Upland Sphere
 - a. Delete project (annexed by City of Upland):
Arrow Route from .02m east of Claremont to .18m west of Central, widen 2 lanes
- 9. Yucaipa Sphere
 - a. Delete project (moved to Redlands Sphere):
Crafton Hills Parkway from Wabash to Crafton PUD – construct 2 lanes
Reason: Should be in Redlands Sphere
- 10. Change “San Bernardino County Non-Sphere” to “SB County Devore/Glen Helen Non-Sphere”
- 11. Change “San Bernardino County – Donut Hole” to “SB County Redlands ‘Donut Hole’”